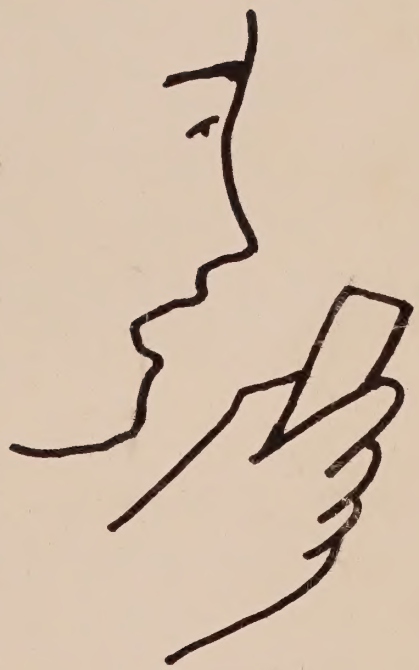
PILOTS' RADIO COMMUNICATIONS MANUAL



" PILOT TALK, VFR "

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CONTENTS

GENERAL INFORMATION A-1

ATIS A-2

FLIGHT SERVICE STATIONS A-3

AIRPORT DIAGRAM ..... B

UNICOM C

TAXI FOR TAKE OFF (TOWER) D-1

TAKE OFF (TOWER) D-2

LAND (TOWER) D-3

EXAMINE RUNWAY LAYOUT D-4

LANDMARK TECHNIC D-4

TOUCH AND GOES D-4

PATTERN (TOWER) D-5

AFTER LANDING (TOWER) D-6

CROSS AIRPORT TRAFFIC AREA ..... E

RADIO LOSS ..... F

TCA and TRSA APPROACH AND LANDING G-1

TCA and TRSA DEPART G-2

CROSS TCA or TRSA G-3

LOST ..... H

WEATHER INFORMATION I-1

OVER WATER WATCH I-1

FILE A FLIGHT PLAN I-2

PIREP ..... J

LAND AT FSS FIELD ..... J

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MEASE ASSOCIATES
74 St. Marks Ave.
FREEPORT, N.Y.
11520

Informally presented on each left hand page are tips and helpful hints to augment the text on the right hand page.

This quick reference manual is designed to facilitate pilot-ground communications for student pilots, and to serve also as a reminder and communications 'opener' for more experienced VFR pilots. Simply turn to the applicable situation, lay the manual flat on your lap, or adjoining seat, and merely read the appropriate phraseology through the mike! Of course, you substitute the aircraft and other example words with your own aircraft and situation of the moment. If you fly only one airplane, write its number in where applicable.

The suggested phraseology is obviously not inflexible, and can be varied as personal taste and experience dictate, but its usefulness lies in the fact that in the busy cockpit, it serves to provide the pilot with terminology that satisfies the two basic communications requirements:- CLARITY and BREVITY. The words spoken by you, the pilot, are in LARGE TYPE, so you can easily spot what *you* have to say while flying. Other pertinent information is in small type, which should be scanned on the ground prior to use. DO NOT SACRIFICE YOUR NORMAL VIGILANCE IN THE AIR! The LARGE TYPE takes no more than a second or two to read in flight.

Read the words as they are printed. Don't add needless words like:- "This is . . . . . ", ". . . . . of your field", ". . . . . through your area", etc,.

The Ground facility may have more to say to you than what is contained in these pages, but it will be said in plain language, requiring a plain language reply, so should cause you no concern.

As a pilot, you must meet these few requirements:- Speak distinctly, and without shouting, through the mike held close to your lips. Make sure you are not interrupting another's conversation, before talking. Hold the mike button down BEFORE speaking and AFTER you have stopped, to avoid clipping syllables at the beginning and end of your remarks.

VERY IMPORTANT! Always be *alert* for your number. ANSWER AT ONCE, except in the event you are occupied with cockpit management essential to safety, but ANSWER AS SOON AS YOU CAN! ACKNOWLEDGE *ALL* COMMUNICATIONS TO YOU! EXECUTE A DIRECTIVE AT ONCE!

TCA
MANDATORY

TRSA
OPTIONAL

ATIS usually, but not always
emanates from a VOR.

Make every effort to understand each communication the FIRST time! If you have the habit of saying, "Huh?", "Excuse me?" or "Say again", GET RID OF THIS HABIT! Rather, develop the habit of listening INTENTLY and responding INSTANTLY as you hear your number. This marks you as a "pro" and helps a tower controller to move traffic safely and smoothly.

In this manual, frequent use is made of the word "PLEASE". It effectively closes your requests, it does away with an awkward pause for a reply, and it injects a little courtesy on the way!

Some information as it pertains to communications, is included in the following pages, but for more detailed data, consult appropriate publications, most notably AIM (Airman's Information Manual). (NOTE: - Use blank pages for your own notes).

FOR VFR FLYING YOU WILL BE CONCERNED WITH:- UNICOM, TOWER, APPROACH and DEPARTURE CONTROL, and FLIGHT SERVICE.

ATIS

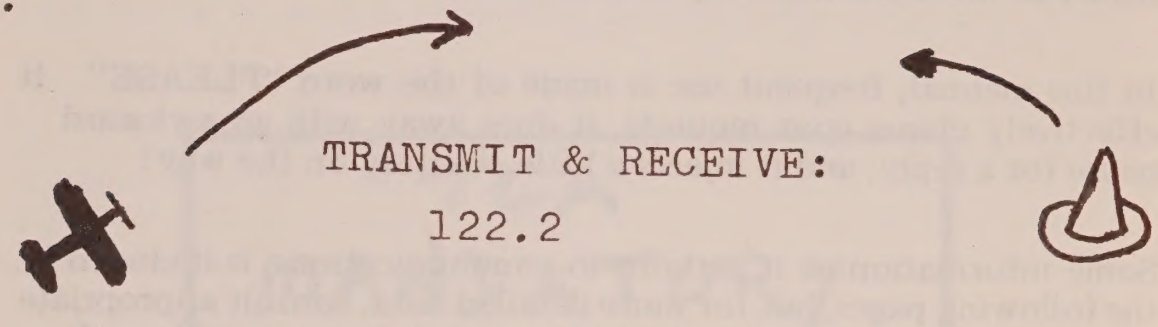
ATIS (Automatic Terminal Information Service) is used at some busy airport areas to give the pilot arrival or departure information normally given by the Tower at less busy airports. ATIS is transmitted through a nearby VOR station, the frequency of which is given in the charts under the airport tower frequency, and labelled 'ATIS'. Its continuously repeated message includes the *runway number in use,* and this portion of the message is the most important for the VFR pilot. When a change in ATIS information becomes necessary, the information receives a new alphabetical identification. Thus "Information Bravo", would become "Information Charlie", etc.,. ATIS should be listened to when one intends to land at an airport within a TCA or TRSA (Terminal Control Area or Terminal Radar Service Area). Both TCA and TRSA provide Radar service for vectoring and sequencing arriving (and departing) aircraft, the difference being that participation in the TCA is mandatory, while that in the TRSA is optional. Both provide stage III service, which is maximum (see AIM for explanation). Prior to entering a TCA, the pilot must have consulted AIM as regards certain minimum requirements for the particular TCA.

For technic, refer to page G-1.

TO TALK TO FSS:*

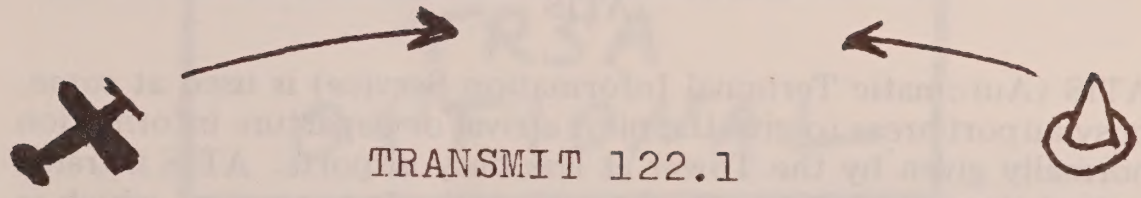
There are two ways:-

1.



or

2.



(See bottom of Page I-1).

IMPORTANT NOTE:- 2. method above cannot be used if there is transcribed information, (ATIS, etc.,) over the particular VOR.

FLIGHT SERVICE STATIONS

VFR services include WEATHER and any ENROUTE assistance you may need. They employ several frequencies, the one common to all being *122.2.* Certain frequencies are reserved for specific functions as will be seen in the text. ADDRESS THEM AS ". . . . . RADIO."

Unlike the Tower, the Flight Service personnel may not be near the mike when you call, so be patient. Wait ten or twelve seconds before calling again.

When asking for Weather, use the main word in the middle of the sentence instead of the beginning. It's easier to grasp. Thus: "Weather at Boston, please", is better than "Boston weather, please".

If you have an out of the ordinary communication, merely use plain language.

"Stand by, one" means to wait while he looks up something for you.

"Stand by, two" means he will get to you after he finishes with another.

NOTES

COMPASS:- Use three digits, thus: "ZERO THREE ZERO", "THREE ZERO ZERO", "ZERO ZERO THREE", etc.,. This prevents misunderstanding. Also, acquire the habit of VISUALIZING compass numbers in terms of their direction (Southwest, Northwest, etc.,).

Usually, acknowledgement is accomplished by using your last three identification digits. If you must use the word "Roger", make sure there is no chance you may be mistaken for somebody else, like when you are alone in the pattern. This word hasn't nearly the value of "AFFIRMATIVE" or "NEGATIVE".

To talk to other private aircraft in the air, make arrangements on the ground and mutually use 122.9.

"Time Check". Time is spoken in minutes past the hour, thus "Four Seven" is 47 minutes after the hour.

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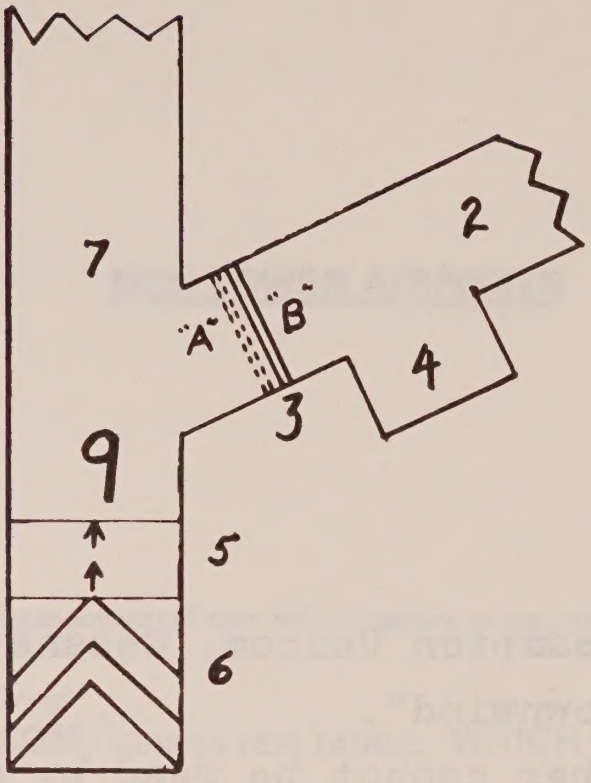
https://archive.org/details/pilot-comms-man



TOWER FREQUENCY:- ON CHARTS

GROUND CONTROL FREQUENCY:- 121.6, 121.7, 121.8, or 121.9, whichever applies.

9.. **RUNWAYS:- NUMBERED** in accordance with magnetic direction, **WHITE MARKINGS, WHITE EDGE LIGHTS.**

2. **TAXIWAYS:- LETTERED** ("Alpha, Bravo, Charlie", etc.,). **YELLOW MIDLINE, BLUE EDGE LIGHTS.** Taxi **ON** the midline.

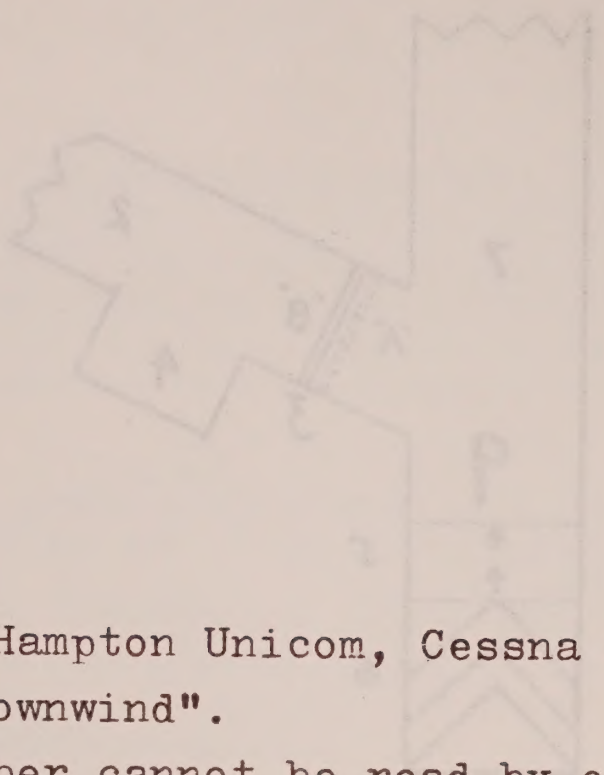
3.. **HOLDING LINES:- YELLOW.** They define the boundary between runway and taxiway. Area "A" is under **TOWER** control; area "B" is under **GROUND** control.

4.. **RUN-UP AREA.** (If not available, run up on side of taxiway near the runway).

5.. **DISPLACED THRESHOLD:-** Series of arrows. Land beyond them. Keeps you high on approach to clear obstructions. (O.K. to take off on arrows).

6.. **UNUSABLE.**

7. **INTERSECTION.**



WRONG: "Hampton Unicom, Cessna 1234 Tango, downwind".
Your number cannot be read by other aircraft in the air, and has no importance here, anyway. Also, there is no point in informing 'Hampton Unicom' of your position, obviously. Rather, you are addressing yourself to other aircraft in the pattern with you, and simply wish to make your position known to them.

NON-TOWER AIRPORTS

Announcements of take off and departure are unnecessary.

Arriving:

"HAMPTON **UNICOM,** CESSNA 1234 TANGO, **WHICH WAY PLEASE?"**

Unless otherwise directed, enter the pattern Left downwind (airport on your left).

Say only the following, nothing else:-

"CESSNA **DOWNWIND** HAMPTON", then

"CESSNA **BASE** HAMPTON", then

"CESSNA **FINAL** HAMPTON".

If you are following another aircraft, then

"CESSNA **DOWNWIND** HAMPTON, **NUMBER** TWO", etc.,

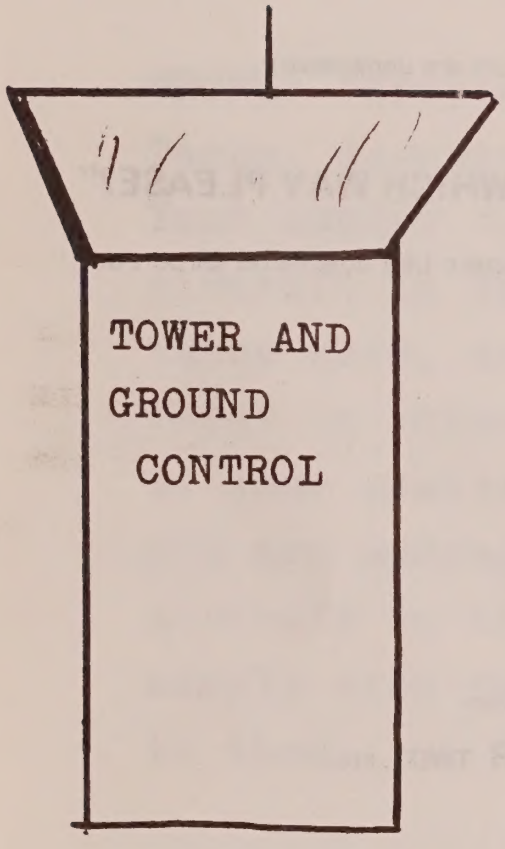
Also, if you must go around:

"CESSNA **GOING AROUND** HAMPTON".

(Good Operating Practice:- After landing, do not "hog" the runway. Vacate it as soon as you can turn off safely).

For taxiing advice:-

"HAMPTON **UNICOM,** 34 TANGO **ON THE GROUND, ASKING PARKING DIRECTIONS, PLEASE".**



NEVER TAXI BEFORE RECEIVING PERMISSION FROM GROUND CONTROL.

DON'T TUNE TOWER UNTIL AFTER YOUR RUN-UP(in area "B", Page "B").

TOWER AIRPORTS.

TAXI FOR TAKE OFF.

TO TAXI TO THE ACTIVE RUNWAY. Tune 121.6, 121.7, 121.8, or 121.9 whichever is in use at that airport. Say where you are:- "G.A. RAMP", (General Aviation Ramp), or "GATE 6", or other identifiable position, thus:-

"HARVARD **GROUND,** CESSNA 1234 TANGO, **G.A. RAMP, TAXI, PLEASE".**

Ground Control will mention the active runway FIRST, (CATCH THIS NUMBER)! then wind conditions, and altimeter setting, and may mention "Intersection Take Off". (No. 7 in diagram, page B).

Acknowledge:-

"34 TANGO", or if not familiar with taxi route:-

"34 TANGO, **UNFAMILIAR, PLEASE".**

If you wish the whole runway instead of intersection, then as you begin to taxi:-

"34 TANGO, **ASKING FULL LENGTH, PLEASE".**

Any other remarks from Ground Control will be in plain language.

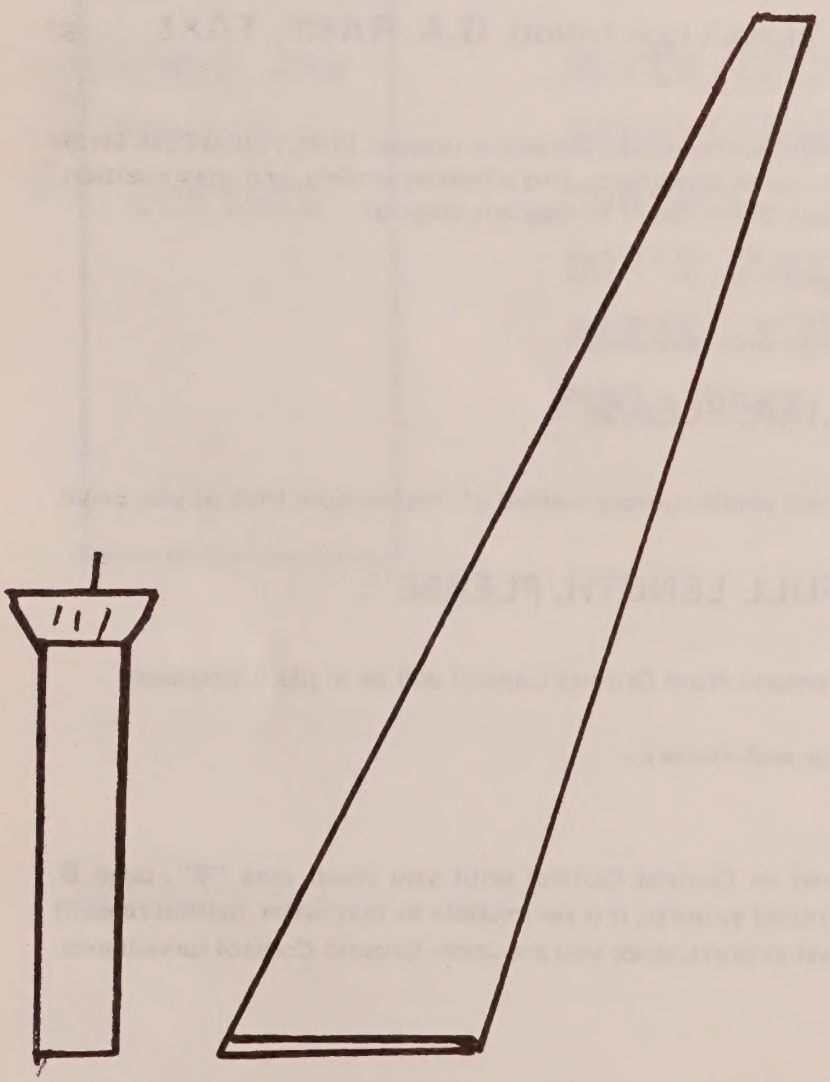
Acknowledge each remark:-

"34 TANGO".

Remain tuned to Ground Control until you reach area "B", page B. Note:- At controlled airports, it is permissible to taxi faster (within reason) than at non-tower airports, since you are under Ground Control surveillance.

STAY TUNED TO THE TOWER FOR FIVE MILES. This is required to enable the Tower to guide or advise you past approaching, and other departing aircraft.

If Tower says,"ON COURSE DEPARTURE APPROVED", you may turn at once to your destination heading.



TAKE OFF AT TOWER AIRPORTS

Stop BEFORE Holding lines, area "B" in diagram, (page B) tune to Tower:-

"HARVARD **TOWER,** CESSNA 1234 TANGO, **READY FOR TAKE OFF, OVER".**

When Tower clears you for take-off, MOVE PROMPTLY, and acknowledge while moving:

"34 TANGO" or

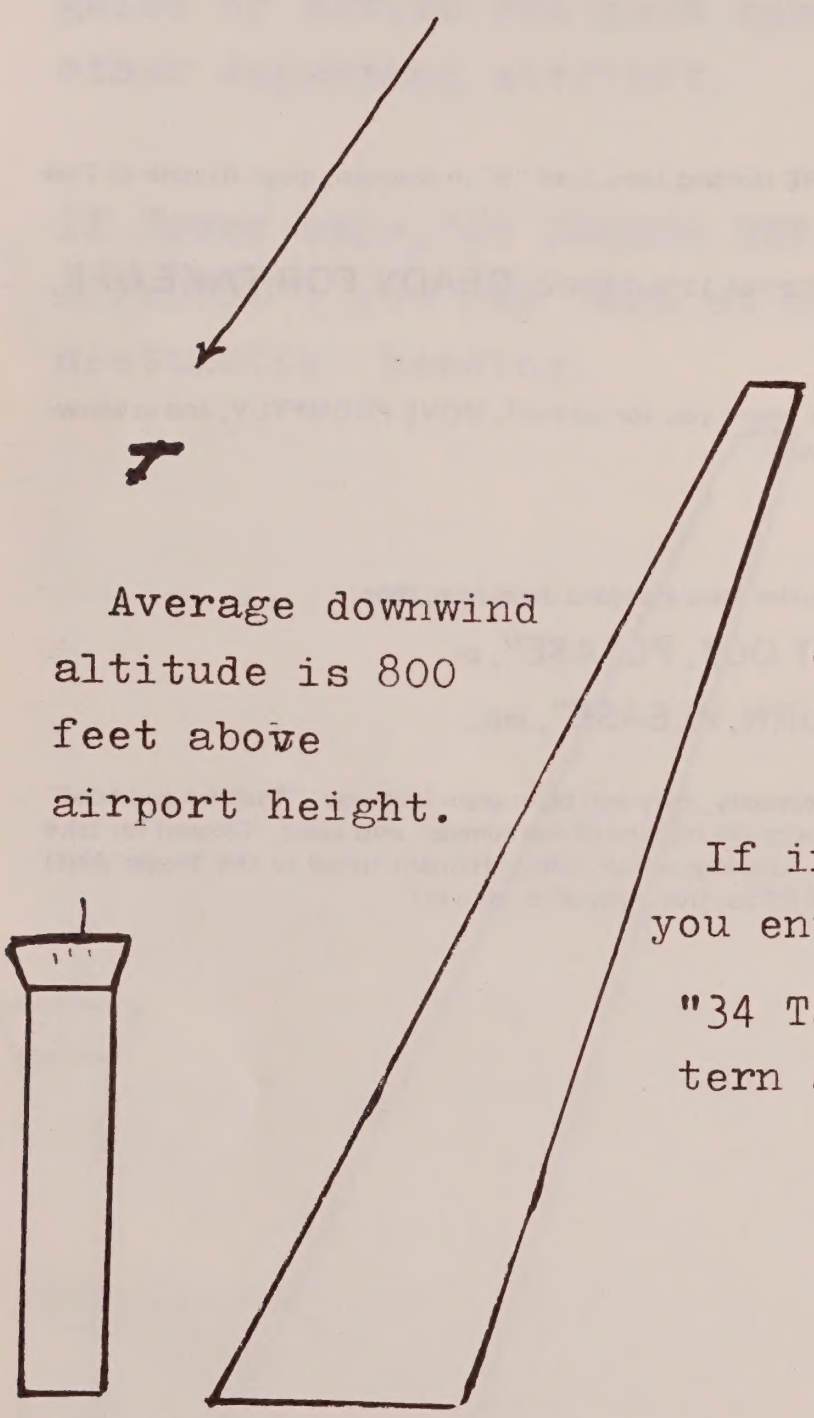
if you wish other than standard departure, then:

"34 TANGO, **STRAIGHT OUT, PLEASE",** or

"34 TANGO, **RIGHT TURN, PLEASE",** etc.,.

If other Tower remarks are necessary, they will be in plain language. "Position and hold" from the Tower, means move to the midline of the runway, and await "Cleared for take off". Move at once, then acknowledge while rolling. Remain tuned to the Tower AND ALERT FOR YOUR NUMBERS for five miles after take off.

RIGHT downwind
(Airport on your
Right):



Average downwind altitude is 800 feet above airport height.

(See airport heights on charts).

If in doubt, ask, as you enter the pattern:

"34 Tango, asking pattern altitude, Please".

TO LAND AT TOWER AIRPORTS
(Easiest Method)

Call about seven miles away. Say where you are; using eight points of the compass: ("NORTH", "NORTHEAST", "EAST", etc.,), thus:-

"HARVARD **TOWER,** CESSNA 1234 TANGO, SEVEN NORTHEAST, **LANDING, OVER".**

* "Tower will reply, stating the runway number FIRST. CATCH THIS NUMBER! Secondary information will include wind direction and velocity, and altimeter setting. Finally you will be told to report Downwind, Base, or Final. Secondary information is helpful, but you may continue to your landing if you have caught only the runway number, and where to report.

Acknowledge:-

"34 TANGO"

(Notes:- "Report Downwind" means Left downwind (runway on your left). "Right Downwind" would be so specified. "Report Two Mile Final":- estimate your reporting point as about two runway lengths).

** If you have monitored the Tower, and have learned which runway is in use, then:-

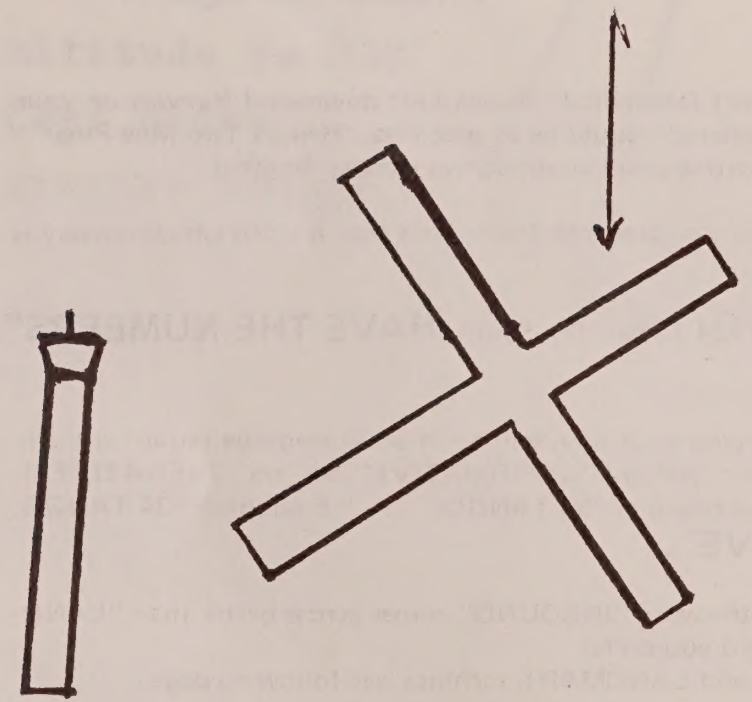
"Harvard **TOWER,** Cessna 1234 Tango, Ten South, **HAVE THE NUMBERS".**
The Tower appreciates this.

Other Tower remarks, if any, will be in plain language requiring plain language replies (for 'yes' say "AFFIRMATIVE", for 'no', "NEGATIVE"). Any reply is always begun as "34 TANGO, ..." Example:- "34 TANGO, **AFFIRMATIVE".**

Note: Sometimes the word "INBOUND" comes across better than "LANDING". Use the word you prefer.
For OVERHEAD and LANDMARK technics, see following page.

"Cessna, 1234 Tango,
3000 OVERHEAD. LANDING,
OVER".

Not below 3000 feet above the airport height.



TO EXAMINE THE RUNWAY LAYOUT:-

Do NOT call until you are 3000 feet over the airport, no lower! Then:

"HARVARD **TOWER,** CESSNA 1234 TANGO, THREE THOUSAND **OVERHEAD, LANDING, OVER".**

Proceed now from *, page D-3

** Instead of "TEN SOUTH", use "OVERHEAD"

LANDMARKS:-

Instead of "SEVEN NORTHEAST" (preceding page), you may use landmarks, (VOR stations, familiar large buildings, bridges, etc.,) thus:-

"HARVARD **TOWER,** CESSNA 1234 TANGO, HOBART VOR, **LANDING, OVER".**

(Note:- For some pilots the word "INBOUND" instead of "LANDING", is more easily understood by the Tower).

TO PRACTICE "TOUCH AND GOES:-"

"HARVARD **TOWER,** CESSNA 1234 TANGO, asking **"TOUCH AND GOES, PLEASE"** { 3000 OVERHEAD / TEN-SOUTH / TWIN BRIDGE / HOBART VOR }

Proceed now from*, page D-3.

If you have monitored the Tower, and know the runway in use:-

"HARVARD **TOWER,** CESSNA 1234 TANGO, (your calling position as above), **HAVE THE NUMBERS, ASKING TOUCH AND GOES, PLEASE".**

While doing Touch and Goes, announce every time:-

"34 TANGO, **DOWNWIND, TOUCH AND GO".**

(Continued)

When asking for Touch and Goes, the Tower may say, "Closed Traffic Approved", which authorizes you to remain in the pattern ("Closed Traffic").

While doing 'Touch and Goes', you may wish to vary your practice with 'Stop and Goes', which permits you to roll to a full stop on the runway, after which you immediately take off again.
In this case, when you are on downwind, say: "34 Tango, downwind, asking option, please".
If Tower says, "34 Tango, cleared for the option", you can now at your discretion, make a 'touch and go' or a 'stop and go'.
On each downwind leg, say, "34 Tango, downwind for option, please".

If Tower says, "34 Tango, amend your sequence", you are being changed from your original position in the pattern, to accommodate another aircraft ahead of or behind you. Thus:-"34 Tango, amend your sequence to follow a Cherokee in front of you".

Acknowledge Tower directive:-

"34 TANGO".

To terminate the touch and goes at the same airport, when on the downwind:-

"34 TANGO, **DOWNWIND, FULL STOP, PLEASE".**

To leave the area, while taking off:-

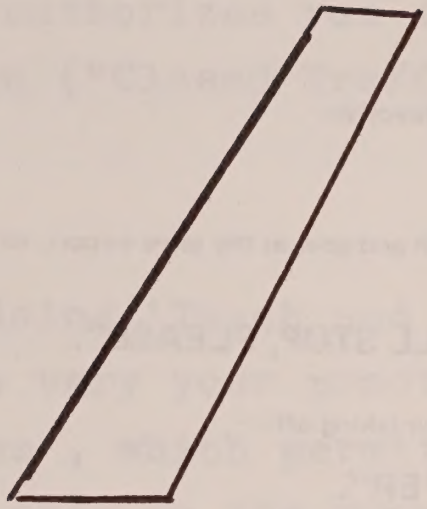
"34 TANGO, **DEPARTING, OVER".**

If Tower says:- "Unable touch and goes. What are your intentions?" then:-

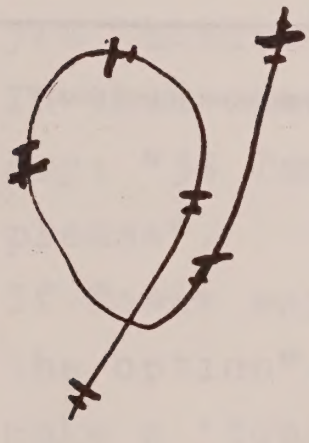
"34 TANGO, **LEAVING THE AREA, OVER",** or

"34 TANGO, **LANDING, OVER".**

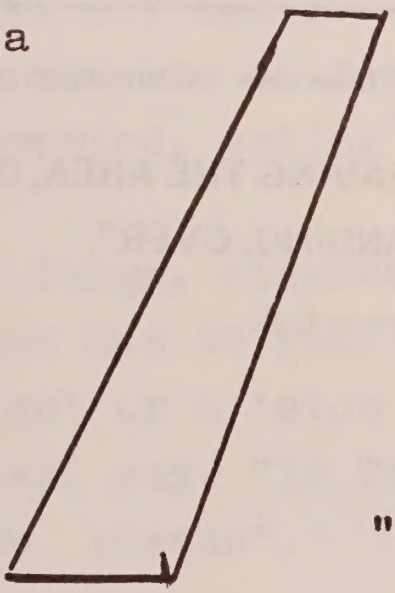
(for "Landing", turn to D-3).



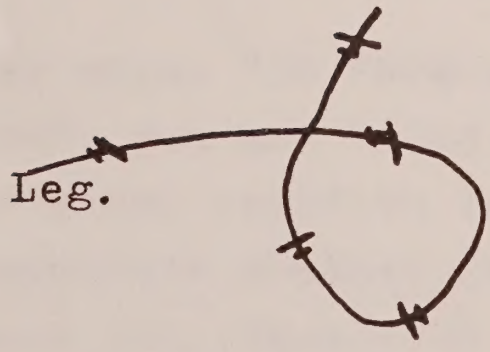
TO
SPACE YOU.



"make a
360".



"make a 270".



Base Leg.

PATTERN

"CESSNA 1234 TANGO, **DOWNWIND".** (or **"BASE",** or **"FINAL").**

Tower will issue plain language directives. Acknowledge:-

"34 TANGO".

Due to the rapidity of Tower directives, you *must remain alert* for your number, and acknowledge *each directive* meant for you:-

"34 TANGO".

For "yes":-

"34 TANGO, **AFFIRMATIVE".**

For "no":-

"34 TANGO, **NEGATIVE".**

Tower says:- "Cleared to land". Acknowledge:-

"34 TANGO".

If Tower says:- "Make a 360". Acknowledge:-

"34 TANGO". Make a complete circle away from the airport unless otherwise directed, then again report:-

"34 TANGO, **DOWNWIND".** (or "BASE", or "FINAL").

If Tower says:- "Make a 270". Acknowledge:-

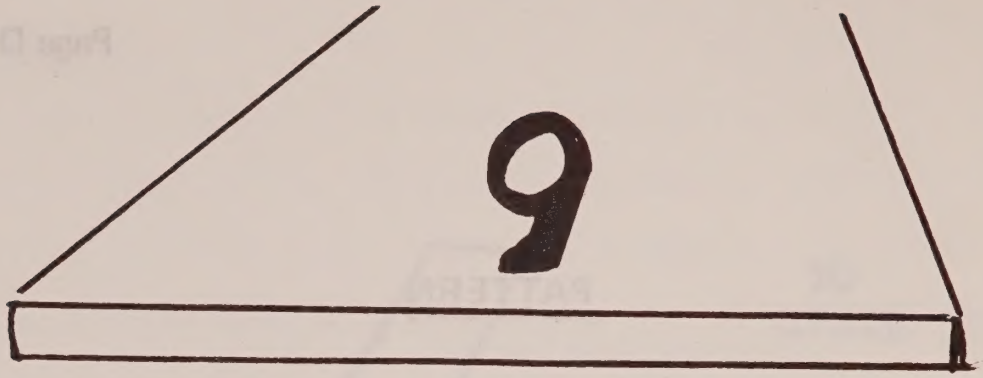
"34 TANGO". You will be on base leg. Make a turn away from the airport. Continue turning until you are on final, then:-

"34 TANGO, **FINAL".** (Used for spacing you).

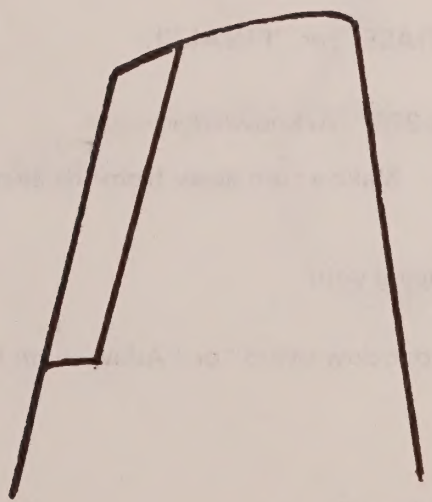
Tower says:- "Extend your downwind" or "Allow room for two departures".

"34 TANGO".

(Continued)



"34 Tango, OVER THE NUMBERS".



"34 Tango, abeam the tower".

Continue your downwind leg for about another minute.

If Tower says:- "Report the numbers".

"34 TANGO". On reaching runway threshold ("9") in diagram, page B):-

"34 TANGO", **OVER THE NUMBERS".**

Tower says:- "Report abeam . . . . ."

"34 TANGO". Report when your wingtip is on the specified landmark:-

"34 TANGO, **ABEAM** (the tower, runway 24, etc.,).

If Tower says:- "Rock your wings".

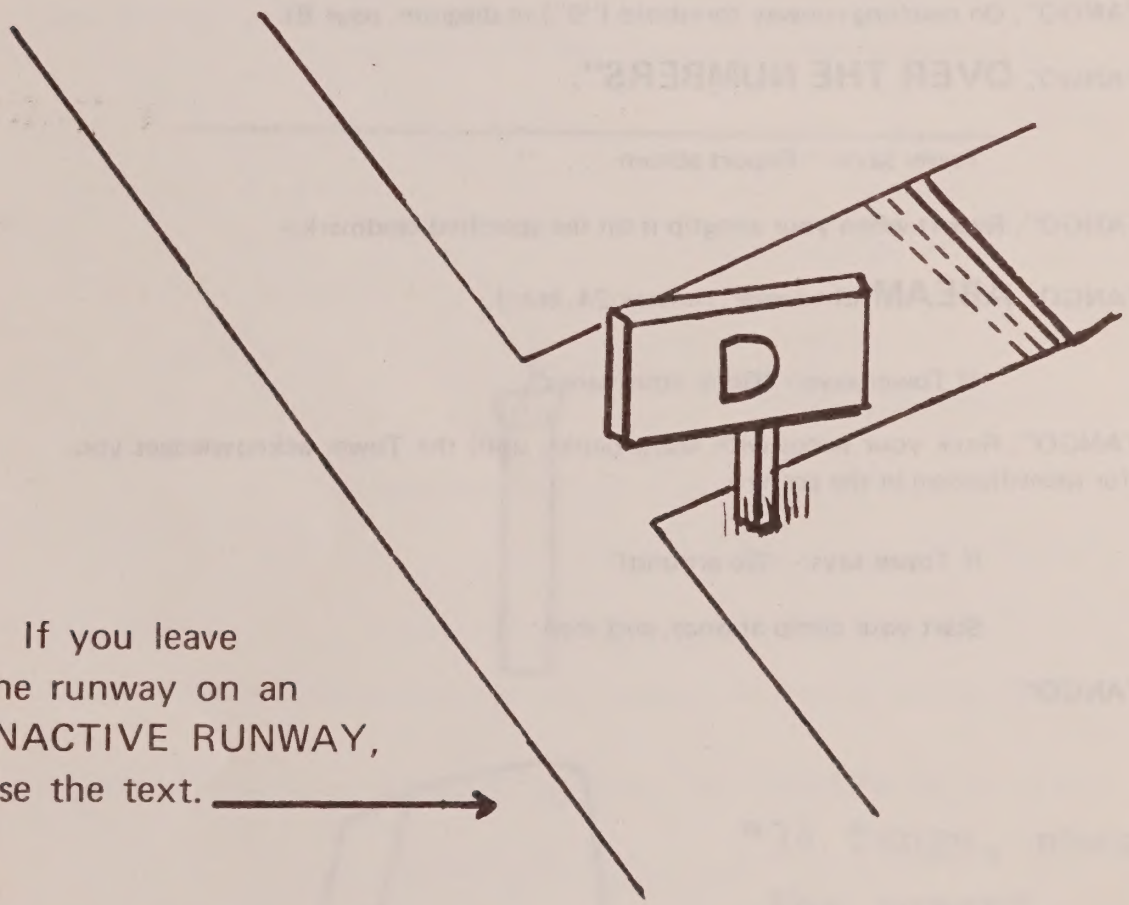
"34 TANGO". Rock your wings with sharp banks, until the Tower acknowledges you. Used for identification in the pattern.

If Tower says:- "Go around!"

Start your climb at once, and then:

"34 TANGO".

If you leave the runway, after landing, ON A TAXIWAY (like DELTA below), say, Harvard Ground, Cessna 1234 Tango, on Delta. Taxi, G.A. RAMP, PLEASE".



If you leave the runway on an INACTIVE RUNWAY, use the text. ⟶

AFTER LANDING

Tower will say:- "34 Tango, turn left next intersection (or next taxiway), point 9, clear".

Acknowledge:-

"34 TANGO".

Leave the runway, and if on a taxiway, stop AFTER the holding lines (area "B" diagram page B, tune 121.9, ("point 9, clear"), then:-

"HARVARD **GROUND,** CESSNA 1234 TANGO, **OFF ACTIVE. TAXI** G.A. RAMP, **PLEASE".** (G.A.-General Aviation).

Ground Control Says:- "Cessna 1234 Tango, Taxi to the ramp".

Acknowledge:-

"34 TANGO".

or, if not familiar with the airport:

"34 TANGO, **NOT FAMILIAR, PLEASE".**

Ground Control will then guide you. Acknowledge each transmission:

"34 TANGO".

(Note: At controlled airports, it is permissible to taxi faster (within reason) than at non-tower airports, since you are under surveillance of Ground Control).

← 5 Miles →

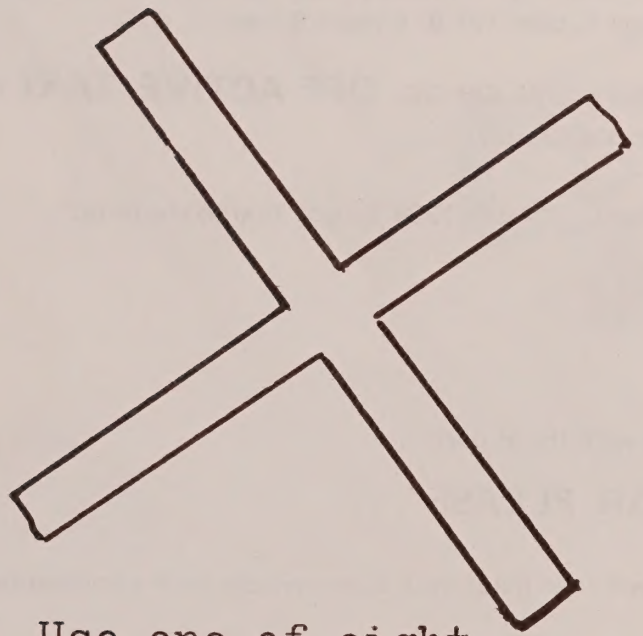
↑

3
0
0
0
Feet

↓

DO NOT

CALL IF YOU WILL PASS 3000 FEET OR HIGHER, or MORE THAN 5 MILES AWAY.



Use one of eight points of the compass to identify your position.

TO FLY THROUGH AN AIRPORT TRAFFIC AREA

If you will pass more than 3000 feet over, or more than five miles to one side, DO NOT CALL.

If you must pass within these boundaries, then, using eight points of the compass: (NORTH, NORTHEAST, EAST, etc.):-

"HARVARD **TOWER,** CESSNA 1234 TANGO, TEN SOUTHEAST, **ASKING** SOUTHEAST TO NORTHWEST AT TWO THOUSAND, **PLEASE".**

Wait for approval (given in plain language) then:

"34 TANGO".

When five miles on the other side, then:

"34 TANGO, FIVE NORTHWEST, **THANK YOU".**

LOSS OF RADIO COMMUNICATION. TOWER AIRPORT

OVERFLY THE FIELD ABOVE PATTERN ALTITUDE, OR ABOUT 1500 FEET. LOOK FOR TRAFFIC OR WIND SOCK.

FALL IN LINE BEHIND TRAFFIC ON DOWNWIND, or if no traffic, ENTER DOWNWIND. ROCK YOUR WINGS AS YOU LOOK AT THE TOWER. EXPECT A STEADY GREEN LIGHT FROM THE TOWER (cleared to land). RED LIGHT:- DON'T LAND, BUT CONTINUE CIRCLING IN THE PATTERN UNTIL A STEADY GREEN IS SHOWN. AFTER LANDING CLEAR THE RUNWAY AS SOON AS POSSIBLE THEN STOP WITH YOUR AIRPLANE FACING THE TOWER, AND WAIT FOR A FLASHING GREEN LIGHT, (clear to taxi).

Note:- Alternate Red and Green Light:- Continue, but use extreme caution.

In a TERMINAL RADAR SERVICE AREA, you may omit the service, and simply call the Tower for landing, when you are 7 or 8 miles away, or in the case of non-controlled field, proceed to land.

However, if you desire this service if available, then use this sequence:-

1. Listen to ATIS at least 15 minutes away,
2. Call Approach Control (q.v.) when about 10 minutes away,
3. Give them your approximate position in miles, AND ALTITUDE,
4. Tell them your intentions,
5. Tell them you have 'Bravo'.

When listening to ATIS, be alert for the RUNWAY NUMBER IN USE. This is usually the first fact given in the transcribed repeated broadcast. ATIS may sound confusing because information is often included for IFR traffic, like Airliners, etc., but concentrate on the runway number in use. Listen to the continuously repeated message until you can pick out the information you want.

TCA or TRSA APPROACH and LANDING

Obtain Approach Frequency prior to flight, but if unfeasible, then in the air, call Flight Service well in advance of your arrival:-

"NEW YORK **RADIO,** CESSNA 1234 TANGO POINT TWO, **OVER".**

(You are listening on 122.2). Wait until New York replies, the:-

"34 TANGO, **ASKING APPROACH FREQUENCY FOR** BRADLEY, **PLEASE".**

Acknowledge:-

"34 TANGO, **THANK YOU".**

Then listen to ATIS, especially for runway in use,

When several miles away (10 minutes):-

"BRADLEY **APPROACH,** CESSNA 1234 TANGO, **OVER".**

Wait for reply, then:-

"34 TANGO, WORCESTER VOR, TWO THOUSAND, **LANDING** BRADLEY (or satellite airport), **HAVE** BRAVO, **SQUAWKING 1200** (or **NEGATIVE TRANSPONDER), OVER".** Or if familiar with the area and its reporting points as depicted by flags on the charts:-

"34 TANGO, SOUTH BRIDGE, **LANDING** BRADLEY (or satellite airport), HAVE BRAVO, **SQUAWKING 1200** (or **NEGATIVE TRANSPONDER), OVER".**

Note:- "Have Bravo" means you have listened to ATIS message "Bravo", which, as the information changes, advances alphabetically to "Information Charlie", etc.,

Approach Control will ask you to 'squawk' a transponder code unless you specified "negative transponder".

(Continued)

In a TRSA area, there is usually no Altitude readout on the Radar screen and therefore Approach Control will ask you for your altitude.
You MUST maintain your assigned altitude very carefully, until you may be directed to change it, or you ask for a new altitude and the change is approved.
After acknowledging ("34 Tango leaving 5 for 3"), descend to the new altitude at once. If asked to "report reaching", then, when you arrive at 3000, "34 Tango, level at 3, over".
Also, be alert for new heading directions as may be issued by Approach Control.

When approach says,"Traffic at 2 o'clock, southwestbound", the level of that traffic may be at any altitude, and may escape your detection, so you may not see all traffic appearing on Approach's Radar Screen.

Traffic will be pointed out to you, your nose being twelve o'clock.

If you see the traffic they mention:-

"34 TANGO, **HAVE THE TRAFFIC"** or if you don't:-

"34 TANGO, **LOOKING".** Advise as soon as you have it, as above.

Nearing your airport, Approach Control will say "Contact Tower Now", and will give you the frequency.

Tune Tower:-

"BRADLEY **TOWER,** CESSNA 1234 TANGO, **OVER".**

Tower will direct you.

Acknowledge:-

"34 TANGO".

(Turn to AFTER LANDING (D-6) or IN THE PATTERN (D-5) as appropriate).

After you take off, and have contacted Departure Control, they may, instead of giving you vectors, say, "34 Tango, proceed on course". Now you may turn Directly to your heading which will take you to your destination (VOR station, etc.,).

Maintain assigned altitudes carefully.

In the TCA or if under the control of Radar in a TRSA, the hemispherical rule does not apply, until "Radar service terminated"is given you. Then follow VFR altitudes.

DEPART TCA OR TRSA FIELD

Tune Ground Control, then:-

"METRO **GROUND,** CESSNA 1234 TANGO, GATE 6, **VFR** SOUTHEAST, TWO THOUSAND, **TAXI, PLEASE".**

Ground Control will give you the runway number, then other information (wind, altimeter, etc.,), then a Departure Control frequency, and a Transponder code, then clear you to taxi.

Acknowledge:-

"34 TANGO" or if unsure of taxi route,

"34 TANGO, **UNFAMILIAR, PLEASE".** (For guidance).

If no transponder, then:-

"34 TANGO, **NEGATIVE TRANSPONDER".**

Stop before hold lines ("B" in diagram page B), tune Tower:-

"METRO **TOWER,** CESSNA 1234 TANGO, **READY FOR TAKEOFF".**

Tower will specify initial flight direction, and tell you when to contact Departure Control.

Acknowledge:-

"34 TANGO".

After tuning Departure Control:-

"METRO **DEPARTURE,** CESSNA 1234 TANGO".

(Continued)

Departure Control will steer you in *plain language,* may order altitude changes, and will point out traffic, your nose being twelve o'clock.

Acknowledge each remark:

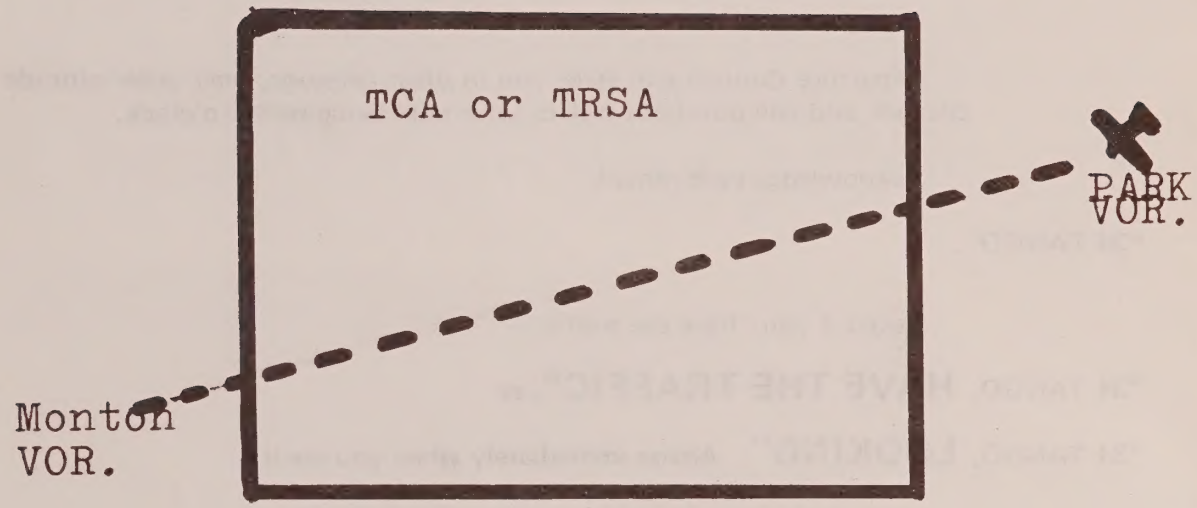
"34 TANGO".

Asked if you "have the traffic":-

"34 TANGO, **HAVE THE TRAFFIC",** or

"34 TANGO, **LOOKING".** Advise immediately when you see it.

Remain tuned to Departure Control until you are told "Radar Service Terminated".



Maintain Assigned Altitudes Carefully.

If you wish to change altitudes, say, "43 Tango, at 3000, asking 2000, please". If you receive approval, then,"43 Tango leaving 3 for 2, over".

TO CROSS THROUGH THE TCA OR TRSA

Call several miles (about 10 minutes) away, over a prominent geographical landmark or over a VOR station. *Remain Outside the TCA.* Call "Approach Control" (Frequency in AIM, or in the air, by asking Flight Service (122.2) well in advance as follows:-

"NEW YORK **RADIO,** CESSNA 1234 TANGO, POINT TWO, **OVER".** (You are listening on 122.2).

When New York Radio answers, then:-

"34 TANGO, **ASKING APPROACH FREQUENCY FOR** BRADLEY, **PLEASE".**

After receiving the frequency, acknowledge:-

"34 TANGO, **THANK YOU".**

When several miles away (10 minutes):-

"BRADLEY **APPROACH,** CESSNA 1234 TANGO, **OVER".**

Don't speak until Approach Control answers, then:-

"34 TANGO, PARK VOR, **ASKING DIRECT** MONTON VOR **AT** TWO THOUSAND, **PLEASE".**

This presumes Monton VOR is on the other side of the TCA (or TRSA), and you are asking to penetrate the TCA (or TRSA) from Park VOR to reach it.

Approach Control will give you plain language directions, and ask you to 'squawk' a transponder code. Acknowledge:-

"34 TANGO", or

"34 TANGO, **NEGATIVE TRANSPONDER".**

Follow Approach Control's directives, and acknowledge each one:-

"34 TANGO".

(Continued)

If you are in the TCA or TRSA, and you wish to change your original course to a different direction, say, "34 Tango asking new course zero nine zero, please". Do not take up your new heading until cleared to do so.

After tuning in the number:-

"34 TANGO, **SQUAWKING".**

Approach Control will ask you to "Ident" (press your ident button) then will say "Radar Contact" and will give you vectors (directions)through the area, and will advise you of other traffic, your nose being twelve o'clock. If given an altitude change, climb or descend at once, then:-

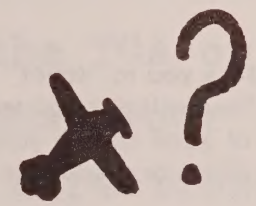
"34 TANGO".

If told to "Report reaching", then when at the prescribed level:-

"34 TANGO, THREE THOUSAND, **OVER".**

Remain in contact with Approach Control until advised "RADAR SERVICE TERMINATED".

When you have doubts, DON'T WAIT !
The situation may not get better.



While making ground contact, make a large circle.

When you are again sure of your position, you may cancel the steering service.

LOST

TUNE 121.5, then:-

"ANY RADIO, ANY RADIO, CESSNA 1234 TANGO, ONE TWO ONE FIVE, OVER".

Some Flight Service Station will answer:- "Cessna 1234 Tango, Philadelphia Radio, go ahead".

Reply:

"34 TANGO, ASKING STEER TO MORRISTOWN AIRPORT, PLEASE"

FSS will take a fix on you, and their remarks will be in plain language. If asked to "key the mike five seconds", merely hold the mike button down five seconds. You will then receive headings to take to your destination.

Acknowledge:-

"34 TANGO".

If "Harvard Flight Watch" doesn't answer after two attempts at least 10 seconds apart, say. "ANY Flight Watch, Cessna 1234 Tango. Over".

A reminder when using a nav frequency for FSS communications reply, BE SURE to have the nav volume turned up.

WEATHER

Tune 122.0, then:

"HARVARD **FLIGHT WATCH,** CESSNA 1234 TANGO, **OVER".**

Wait for answer, then:-

"34 TANGO, **ASKING WEATHER AT** BOSTON, **PLEASE".**

"OVER WATER" WATCH

At selected areas where large bodies of water have to be crossed:-

Tune:- 122.2, then:

"HARVARD **RADIO,** CESSNA 1234 TANGO, **POINT TWO, OVER".** ("Point 2" . . . . . you are listening on 122.2).

Wait for reply, then:-

*"34 TANGO, **OVER** WESTHAMPTON, **VFR** BRIDGEPORT, **ASKING OVER WATER WATCH, PLEASE".**

Flight Service will then ask plain language questions (Type of aircraft, color, etc., etc.,) then will ask you to report half way over the water.

Acknowledge:

"34 TANGO".

Half way across:

"34 TANGO, **HALFWAY".**

Within gliding distance of the opposite shore:

"34 TANGO, **CLOSE WATER WATCH, PLEASE".**

OPTIONAL METHOD:-

TUNE 122.1, and listen on the VOR station on which you are navigating, making sure you have volume of the nav side of your radio turned up so you can hear the reply, then:-

"RIVERHEAD **RADIO,** CESSNA 1234 TANGO, **OVER".**

Then proceed from *above.

If you cannot seem to raise "Boston Radio" as you approach Boston, then you will have to call by phone after you land, at the airport office. They will advise you of the local FSS number.

DON'T FAIL TO CLOSE! Air or Ground!

FILE A FLIGHT PLAN

On the Ground:-

File by phone, using the standard Flight Plan form, and reading off the information as it appears on the form. Flight Service will give you a frequency to call them on, when you are airborne.

After take-Off:-

"HAMPTON **RADIO,** CESSNA 1234 TANGO, POINT SIX, **OVER".** (You were asked to call them on 122.6)

When Hampton answers:-

"34 TANGO, **OPEN MY FLIGHT PLAN VFR** FLUSHING **TO** BOSTON **AT** THREE SIX, **PLEASE".** (You are opening your flight plan at 36 minutes past the hour).

In the Air:-

Tune 122.2, then:-

WORCESTER **RADIO,** CESSNA 1234 TANGO, **POINT TWO, OVER".**

(You are listening on 122.2). Wait for reply, then say where you are and where you are going:-

"34 TANGO, CARMEL VOR, **VFR** BOSTON, **ASKING VFR FLIGHT PLAN, PLEASE".**

Flight Service will then ask plain language questions, and will file your Flight Plan.

To close your Flight Plan as you approach Boston:-

"BOSTON **RADIO,** CESSNA 1234 TANGO, **POINT TWO, OVER".** (You're listening on 122.2).

Wait for reply, then:-

"34 TANGO, **CLOSE MY FLIGHT PLAN, PLEASE".**

To call in a PIREP, the following outline may help:

1. "34 Tango, over Camden",
2. Cloud cover level(s)__(scattered, broken, overcast),
3. Visibility,
4. Turbulence (mild, moderate, (very rarely) severe),
5. Any other weather phenomenon, (distant lightning, etc.,).

PIREPS (Pilot Reports).

To report weather phenomena (cloud bases, cloud conditions, turbulence, visibility, etc., etc.,):-

Tune 122.0, then:-

TETERBORO **FLIGHT WATCH,** CESSNA 1234 TANGO, **OVER".**

If Flight Watch Station is unknown, merely begin thus:- **"FLIGHT WATCH, FLIGHT WATCH",** etc.

Wait for Reply, then:-

"34 TANGO, **PIREP".** Proceed with your Pirep in plain language.

Flight Service stations are very appreciative of Pilot Reports, and pilots are urged to report weather when they think it might help.

LANDING AT FIELD WITH FSS ADVISORY SERVICE.

FREQUENCY: 123.6

"HAMPSTON **RADIO,** CESSNA 1234 TANGO, **THREE POINT SIX, OVER".**
(You are tuned to 123.6).

After Hampston Radio answers, then:

"34 TANGO, **LANDING,** SALISBURY, **OVER".**

Hampston Radio will give you the favored runway, and other information.

(Catch the First (runway) number).

Acknowledge:-

"34 TANGO".

FSS does not control traffic, and does not clear you to land. Their information is advisory ("favored"). Maintain vigilance as you enter the pattern, and you may announce your position as shown under 'Non Tower Airports, page C. There is no ground control. Taxi visually. Likewise take off at your discretion, maintaining vigilance.

NOTES